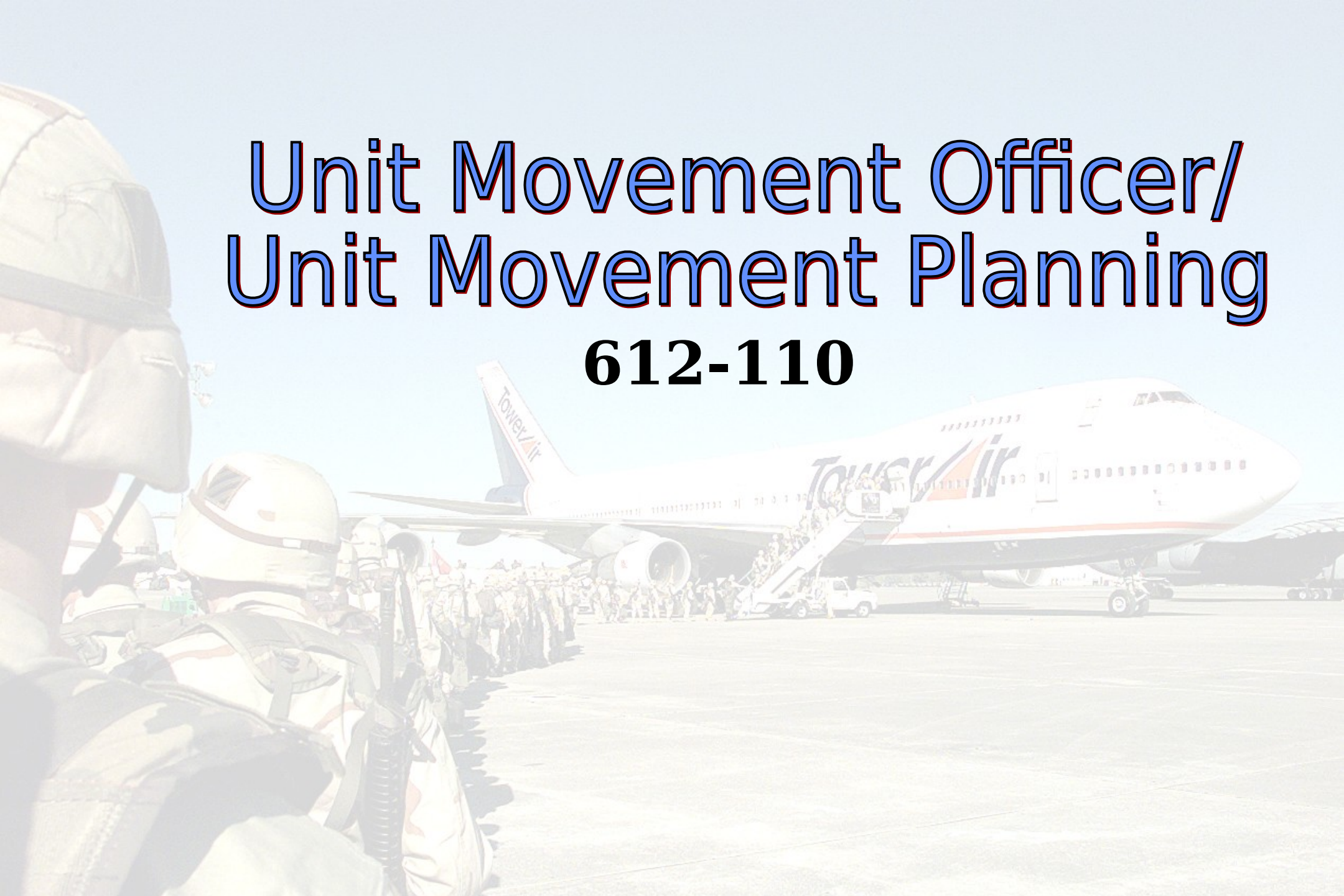# Unit Movement Officer/ Unit Movement Planning

612-110

References

- FM 3-35.4, *Deployment Fort-to-Port* (Chapters 2 and 3, Appendices C and D)

- FM 4-01.011, *Unit Movement Operations* (Chapters 1 and 2)

- FORSCOM/ARNG Reg 55-1, *Unit Movement Planning* (Chapter 3 - 5 and Appendices A, B, C and K)

Scope of Lesson

- Unit Movement Officer appointment criteria and responsibilities

- Internal/External Support to the Unit Movement Officer

- Unit Deployment Movement Pl

UNIT MOVEMENT OFFICER

UMO Appointment Criteria

- One per company
- Appointed in writing by unit commander (commander still has overall responsibility)
- Officer or SNCO (E6 or above) - with an alternate (E5 or above)
- Trained in a school or by OJT
- At least one year's retainability
- SECRET security clearance
- Knowledge of unit (preferred)

Ref: FORSCOM/ARNG Reg 55-1, pp.10 and FM 3-35.5 p.2d-198 and FM 4-01.011, p.1-4

UMO Responsibilities

- Prepare and maintain unit movement plans and unit load plans (rail, air and vehicle - note that these load plans must be physically tested)

- Use deployment information systems (TC-ACCIS/TC-AIMS II) to prepare and maintain unit movement data

- Coordinate and conduct unit movement training (eg, train unit load teams)

- Ensure unit personnel authorized to handle and certify hazardous materials are available (the UMO should <u>NOT</u> be the unit's HAZMAT certifier)

- Ensure packing lists are properly prepared

Ref: FORSCOM/ARNG Reg 55-1, p.17 and FM 4-

UMO Responsibilities (Cont)

- Prepare requests for convoy clearances and special hauling permits as required
- Ensure convoy vehicles are properly marked
- Ensure all cargo is properly labeled
- Coordinate with higher HQ and support activities (SDDC element, A/DACG) for operational and logistical support of unit movements
- Maintain a Deployment Binder
- Check list on p.34 in FORSCOM/ARNG Reg 55-1
- The UMO is the unit's subject matter expert for movement

Ref: FORSCOM/ARNG Reg 55-1, p.17 and FM 4-01.011, p.1-5

Deployment Binder

- *Recommended information:*
  - Appointment orders and training certificates for UMO and alternates, load teams and personnel qualified to certify hazardous material
  - Recall roster with instructions
  - Reference lists
  - List of supporting agencies and POCs
  - Current copy of AUEL/OEL
  - Copies of all vehicle load cards and container packing lists
  - Prepared copies of transportation requests (Convoy Clearances, Special Hauling Permits)
  - Strips maps for each route
  - Advance party composition and instructions
  - Rear detachment and family support group operations plans

Ref: FM 3-35.4, Appendix C and FM 4-01.11, Appendix H

UMO Reference List

- 'Thoroughly Familiar' with:
  - AR 190-11: Physical Security of Arms, Ammunition and Explosives (Feb 1998)
  - DOD Reg 4500.9-R Part III: Mobility (Apr 1997)
  - FORSCOM/ARNG Reg 55-1: Unit Movement Planning (Mar 2000)
  - FORSCOM Reg 55-2: Unit Movement Data Reporting (October 1997)
  - FM 3.35.4: Deployment Fort-to-Port (Jun 2002)
  - FM 4.01.011: Unit Movement Operations (Oct 2002)
  - FM 55-9: Unit Air Movement Planning (Oct 1994)
  - FM 55-15: Transportation Reference Data (1997)
  - FM 55-30: Army Motor Transport Units and Operations (Sep 1999)
  - TEA Pam 55-19: Tiedown Handbook for Rail Movements (May 2000)
  - TEA Pam 55-20: Tiedown Handbook for Truck Movements (Jul 2001)
  - TM 38-250: Packaging and Materials Handling/Preparing Hazardous Materials for Military Air Shipment (Mar 97)
  - TB 55-46-1: Standard Characteristics for Transportability of Military Vehicles and Other Outsize/Overweight Equipment (Jan 2002)
  - 'This means being able to use these references to plan, organize and execute a move by all modes - air, rail, convoy, commercial truck and by sea'

UMO Knowledge

- How to move hazardous material peculiar to the unit (not to be the HAZMAT Certifier)
- Procedures and documentation for requesting commercial and additional military transportation
- AUEL/DEL (OEL/UDL) reporting requirements
- Internal vehicle load planning
- Unit requirements for 463L pallets, containers; BBPCT materials
- Unit radio frequency (RF) tag and military shipping labels (MSL) requirements
- Hands-on practical knowledge of:
  - palletizing cargo on a 463L pallet
  - tying down vehicles on a rail car
  - securing internal loads in vehicles
- Unit equipment preparation and documentation for all modes of transportation (not to be the Air Load Certifier)

FORSCOM/ARNG Reg 55-1, p. 98 and FM 4-01.011, p.1-6

UNIT LEVEL MOVEMENT RESPONSIBILITIES AND TRAINING REQUIREMENTS

Unit Commander's Movement Responsibilities

- Retains overall responsibility for unit movement preparation and execution. Responsibilities:
  - Ensure movement plans are developed & maintained
  - Appoint trained & qualified unit movement personnel
  - Ensure SRP procedures are in place and being followed
  - Schedule unit level movement training (convoy ops, rail & air loading, deployment exercises)

Unit Movement Training: Exercises, EDRE & SEDRE

- Exercises & contingencies that involve mover

    Test movement plans

    Exercise key unit movement personnel

    - Identify unit movement strengths and weaknesses

- Emergency Deployment Readiness Exercise (EDRE) and Sealift EDRE (SEDRE)

Unit Movement Training: General

- Unit training coordinated/provided by UMO
  Convoy operations for vehicle drivers and supervisors

  Rail and aircraft loading/unloading

  Vehicle preparation and configuration based on movement mode (air, rail, sea)

  Other movement specific training based on movement plans

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Unit Loading Teams

- Trained in vehicle preparation and aircraft and rail loading/unloading techniques
  - be able to:
    - Prepare and activate vehicle, air, container and rail load plans
    - Load and unload unit vehicles properly for all nodes
    - Load cargo into aircraft
    - Palletize cargo on 463L pallets
    - Prepare vehicles for shipping (purging and draining, reducing dimensions, protecting fragile components such as windshields and mirrors, and weighing and marking for air and rail movement)
    - Exercise proper aircraft and rail tie-down procedures
    - Stuff and unstuff containers

Ref: FORSCOM/ARNG Reg 55-1, pp. 98 and 99 and FM 4-

Unit Loading Teams (Cont)

- Size of Unit Load Teams
  - Rail: well-trained team of five. Units normally provided 72 hours for loading once railcars are spotted (may have several teams).
  - Air: six person team (depending on aircraft type - more than one team may be required)

Air Load Planner

- Trained in the planning and execution of airlift operations
- Uses the Automated Air Load Planning System (AALPS) to develop aircraft load plans and manifests for both equipment and personnel
- Can prepare, check, and sign unit aircraft load plans
- Authorized to sign load plans only after successfully completing an approved air load planning course

Ref: FM 4-01.011, p.1-8

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HAZMAT Certifier

- Improper HAZMAT procedures could result in loss or life or equipment - minimum is frustrated cargo

- Each unit (company of detachment) requires at least one soldier trained (DOD approved school) to certify hazardous cargo for movement by all applicable transportation modes (commercial and military)

- 2 years currency

- Responsible for ensuring the shipment is properly prepared, packaged, labeled, placarded and segregated.

- Must personally inspect the shipment before signing the HAZMAT documentation

Ref: FORSCOM/ARNG Reg 55-1, p. 99

Other HAZMAT Personnel

- Hazardous Cargo Handlers, Packers and Vehicle Drivers
  - general awareness/familiarization training
  - specific training based on job (eg, vehicle driver)
  - safety training
- After initial training, must pass a written test once every three years
- Driver HAZMAT training recorded on license

Unit Sections/Teams

- Administration - Soldier Readiness Processing (SRP)
- Supply - preparing requisitions for BBPCT and UBL in advance, updating unit location addresses
- Maintenance - pre-deployment and enroute support
- Security - security teams to guard sensitive and classified equipment during staging and movement
- Training - allocate time on the training program for load team training, also in-country briefs following deployment notification

ef: FM 4-01.011, p.1-2/3

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UMO INTERFACES WITH DEPLOYMENT RELATED COMMANDS, ORGANIZATIONS AND STAFF

USTRANSCOM

SDDC

MSC

AMC

Transportation Component Commands (TCC)

USTRANSCOM (Cont)

- USTRANSCOM: Provides DoD common user air, land and sea transportation and port management

- Component Commands (TCCs) responsibilitie
  - Air Mobility Command (AMC): strategic airlift and aerial port management
- Military Sealift Command (MSC): strategic sea
  - Military Surface Deployment & Distribution Command (SDDC): land transportation and seaport management

FORSCOM

- Army Component of Joint Forces Command and a Major Army Command (MACOM)

- Mission includes: train, mobilize, deploy & sustain combat ready forces to meet worldwide operational commitment

FORSCOM (Cont)

- Provides policy and guidance (FORSCOM/ARNG Reg 55-1, *Unit Movement Planning)* for planning and executing unit moves to AC and RC:
  - FORSCOM major troop units
  - National Guard Bureau (NGB)
  - U.S. Army Reserve Command (USARC)
  - Regional Support Commands (RSC)
  - Continental U.S. Armies (CONUSA)
  - State Area Commands (STARC)

FORSCOM (Cont)

- Deployment-related responsibilities:

Coordinates Unit movement requirements with units, installations, USTRANSCOM and OCONUS theater commanders

Maintains DA master file of standard Unit Movement Data (UMD) & prescribes reporting procedures

Provides guidance & assistance to units and installations in UMD maintenance and reporting for deployment and mobilization

US Army Reserve Command (USARC)

- Major subordinate command of FORSCOM
- Commands, controls & supports Army Reserve units in CONUS

Ensures wartime readiness of forces
Prepares units to mobilize & deploy to a theater of operations

Regional Support Command (RSC)

- Subordinate units of USARC
- Provides resources and logistical support to USAR units within their designated region
- Support mobilization and deployment training, planning and operations
- Each RSC has a Unit Movement Coordinator (UMC) that provides support similar to AC installation UMC
- Train USAR UMOs

ef: FORSCOM/ARNG Reg 55-1, p.8

RSC Designated Regions
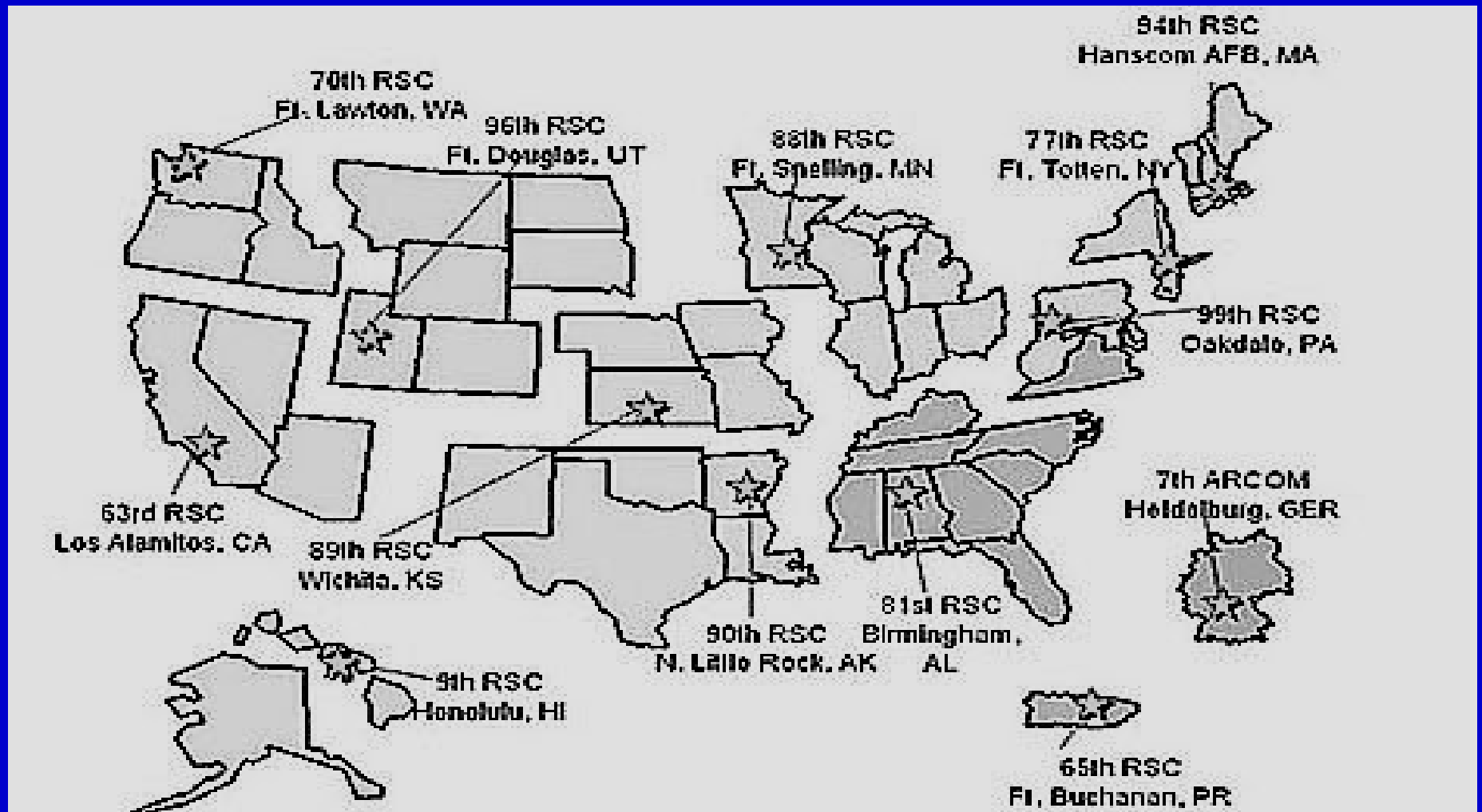
Continental United States Army (CONUSA)

- FORSCOM subordinate command
- Organized into two area commands with

geographic responsibilities

First Army - East of Mississippi River & Minnesota

Fifth Army - West of Mississippi River

Fifth   First

Continental United States Army (CONUSA) (Cont)

- Movement related responsibilities:
  - FORSCOM agent for mobilization planning & execution, and for execution of war plans, contingency and DoD disaster relief activities
  - Provides RC units & installations guidance in movement plan
  - Provides liaison at SPOEs/SPODs to assist port commander, installations and deploying/redeploying units

Ref: FORSCOM/ARNG Reg 55-1, p.7

State Area Commands (STARC)

- Organize, train, and plan for mobilization and
  deployment of federalized ARNG units within
  their state
- Control mobilized ARNG units from HS to MS

- Appoint Defense Movement Coordinator (DMC)

Defense Movement Coordinator (DMC)

- Operates the State Movement Control Center (SMCC)
- Processes requests for convoy clearances & special handling permits for AC and RC units
- Coordinates state highway movements using Mobilization Movement Control (MOBCON)
- Assists ARNG units in movement planning & trains ARNG UMOs

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Unit Movement Coordinator (UMC)

- In CONUS, the Unit Movement Coordinator (UMC) is the installation's staff officer for movement (note that RSCs also appoint a UMC)
- OCONUS this role is filled by Movement Control Battalions or the Division Transportation Officer
- The UMC is a movements expert and has overall responsibility for the Fort-to-Port deployment phase

UMC Responsibilities

- The UMC is a primary interface for the UMO - the UMC is the UMO's conduit into the Defense Transportation System

- Provides movement information and guidance to all units moving from the installation

- Reviews and validates UMD for accuracy and transmits UMD (via TC-ACCIS/TC-AIMS II) to FORSCOM

- Advises units on the preparation of movement documents and processes requests for convoy clearances and special hauling permits

FORSCOM/ARNG Reg 55-1, pp. 14-15 and FM 4-01.11, p.1-6

UMC Responsibilities (Cont)

- Coordinates external transportation support (buses, commercial trucks, railcars)
- Coordinates commercial lift of unit personnel (including enroute support)
- Maintains and manages shipping containers and 463L pallets/cargo nets
- Assists in identifying and obtaining BBPCT items
- Coordinates unit MHE requirements
- Supports unit movements at airfields, railheads and seaports
- Primary POC for USAF airlift for AC and RC, including Special Assignment Airlift Missions (SAAM) and exercise airlift

FORSCOM/ARNG Reg 55-1, pp. 14-15 and FM 4-01.11, p.1-6

UMC Responsibilities (Cont)

- Reviews and approves deployment movement plans for AC units annually
- Verifies amount of strategic lift assets required by each unit and coordinates loading sites/timings
- Reviews and coordinates RC mobilization movement and deployment documents
- Maintain highway files (POCs for state and local authorities)
- Ensures unit equipment is properly marked prior to moving off the installation
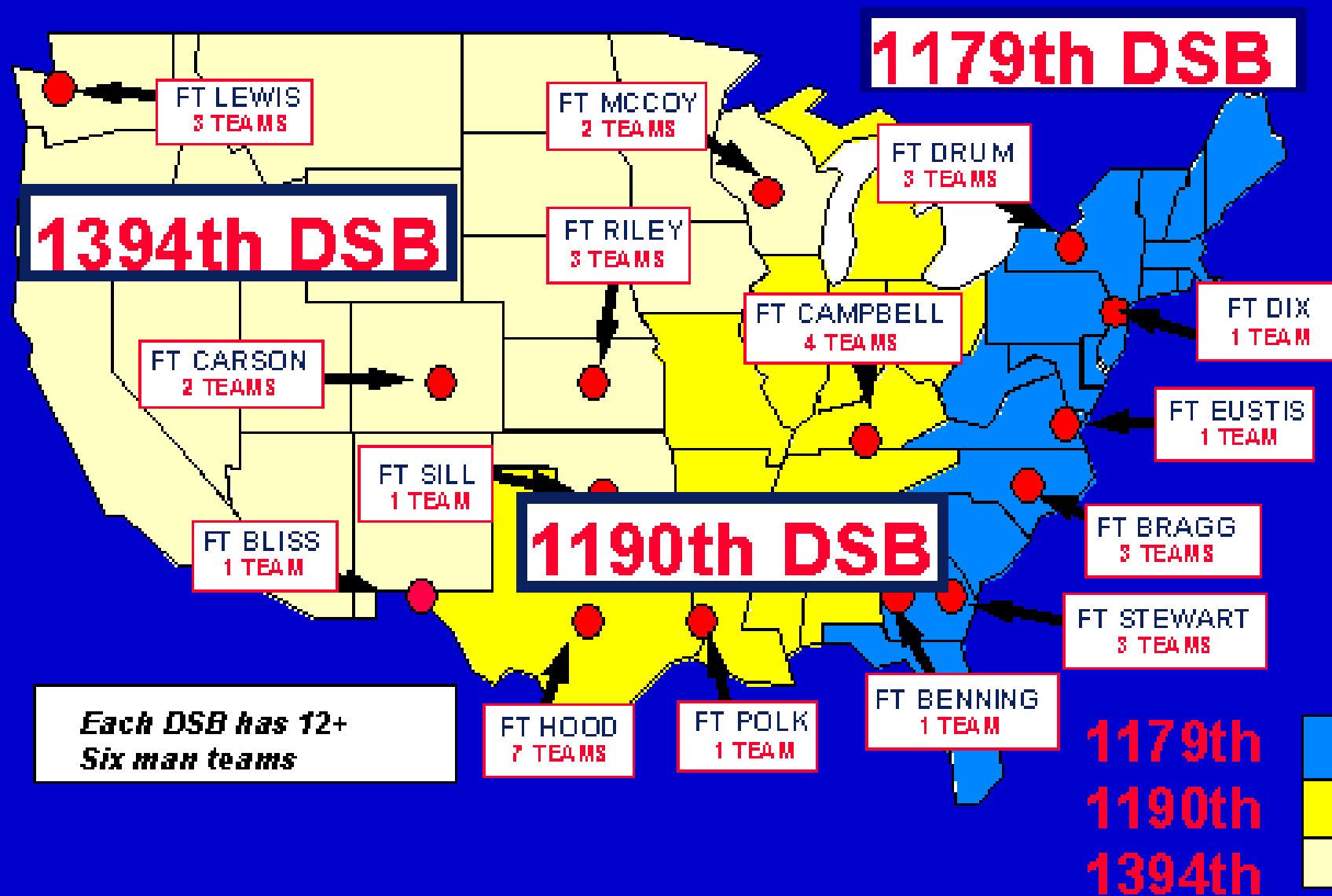- Conducts annual movement planning workshops for AC UMOs

FORSCOM/ARNG Reg 55-1, pp.14-15 and FM 4-01.11, p.1-6

Deployment Support Brigades (DSB)

- DSBs are USAR units under the operational control of SDDC when mobilized

- They provide direct support to installations for unit deployments (generally attached to the ITO office)

- DSB Primary Missions:
  - **Ensure unit equipment is properly prepared and documented before departing the installation**
  - **Ensure equipment arrives at the port IAW call forward movement schedules**

- DSBs also provide liaison between the port command and the installation UMC

ef: FORSCOM/ARNG Reg 55-1, p.12

DSBs (Cont)

- DSB assistance to deploying units can include

  - Assist in preparing movement documentatio
  - Providing 'hands-on' training/guidance in equipment preparation and tie-down procedures
- Each DSB consists of a command group and 12 or more Unit Movement Teams (UMT) - six individuals per team
- UMTs are predesignated and assigned to specific installations (though any unit can request DSB assistance)

DSBs (Cont)

1179th DSB

1394th DSB

1190th DSB

FT LEWIS
3 TEAMS

FT MCCOY
2 TEAMS

FT DRUM
3 TEAMS

FT RILEY
3 TEAMS

FT DIX
1 TEAM

FT CAMPBELL
4 TEAMS

FT CARSON
2 TEAMS

FT EUSTIS
1 TEAM

FT SILL
1 TEAM

FT BRAGG
3 TEAMS

FT BLISS
1 TEAM

FT STEWART
3 TEAMS

FT HOOD
7 TEAMS

FT POLK
1 TEAM

FT BENNING
1 TEAM

Each DSB has 12+ Six man teams

1179th
1190th
1394th

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Arrival/Departure Airfield Control Group (A/DACG)

- Coordinates & controls loading or off-loading of units for deployment or re-deployment

Departure Airfield Control Group

Departure Point
APOE

Arrival Point
APOD

Arrival Airfield Control Group
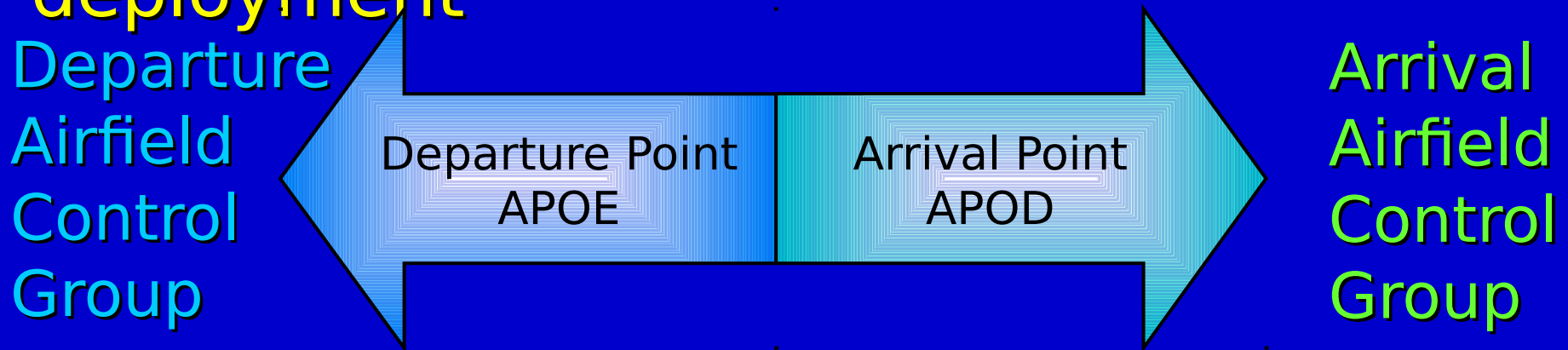
- Structured to handle personnel, equipment & cargo
- Predesignated by FORSCOM (see p.65 of FORSCOM/ARNG Reg 55-1)

ef: **FORSCOM/ARNG Reg 55-1, p.65**

A/DACG (Cont)

- UMO interfaces with A/DACG

    Joint airlift planning conference (if held)

    Establishing liaison with A/DACG during marshaling area operations

    Transfer of unit equipment loads to A/DACG in the Alert Holding Area

ef: FORSCOM/ARNG Reg 55-1, p.64

A/DACG (Cont)

Receiving, inventorying and controlling aircraft loads as

- A/DACG tasks
  - they arrive at the Alert Holding Area

    Inspecting aircraft loads to ensure they are properly
    prepared (eg, IAW reduction policy)

    Verifying accuracy of weight and center of balance markings

    Inspecting documentation (including HAZMAT)

    Providing emergency maintenance and POL support
    (fueling/defueling)

    Coordinating MHE support

    Joint inspection of aircraft loads and manifests with
  - Air Force element

ef: FORSCOM/ARNG Reg 55-1, p.64

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Port Support Activity (PSA)

- PSAs are in direct support of the port manager and operate almost exclusively in the SPOE staging area
- PSA mission:
  - Ensure the deploying unit's equipment is ready for loading onto vessels
  - Operate unique equipment to support ship-loading operations
- Tailored to the type, size and mode of transportation of units passing through the port
- Predesignated by FORSCOM (see p.61 of FORSCOM/ARNG Reg 55-1)

PSA (Cont)

- PSA functions:
  - Performing maintenance and providing repair parts as required
  - Correcting improperly secured vehicle loads and correcting deficiencies on vehicles that are incorrectly configured for movement by sea
  - Providing drivers for all vehicle types
  - Providing security for sensitive and classified cargo
  - Assisting in loading/off-loading trucks, rail cars or the vessel

AUTOMATED INFORMATION SYSTEMS (AIS) & AUTOMATIC IDENTIFICATION ~~OLOGY (A~~ ~~PORT FO~~ ~~LOYMEN~~

Transportation Coordinator - Automated Command and Control System (TC-ACCIS)

- Information management & data communications system used to plan and execute movements
- Used by installations and movement planners at various levels (company, battalion, movement control organizations)
- Primary system supporting unit level deployment planning and execution
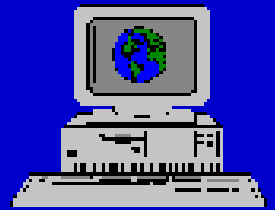
TC-ACCIS (Cont)

- In CONUS, TC-ACCIS terminals located in the ITO office & some movement control organiza and DTO offices
- Automates many unit transportation function
  - key to UMO & unit: Ability to maintain unit movement data (UMD) and create Deployment Equipment Lists (DEL)
  - UMC uses TC-ACCIS to transmit equipment lists to other movement related systems
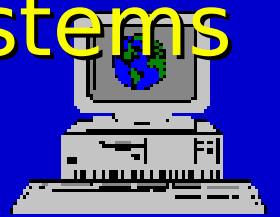
TC-ACCIS (Cont)

- Unit related functions & capabilities
  - Preparing vehicle load cards & vehicle / container load lists
  - Preparing convoy march tables & DD Forms 1265 & 1266
  - Preparing BBPCT requirements list
  - Preparing rail load plans & rail load schedules
- Being superseded by TC-AIMS II

Computerized Movement Planning and Status System (COMPASS)

- Provides deployment planning systems with Army unit movement requirements
- Describes unit property in transportation terms
- Receives unit movement data from TC-ACCIS
- Provides and updates the deploying unit's movement data in JOPES

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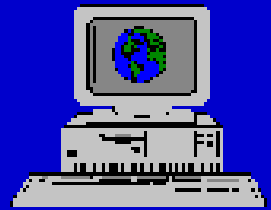
Joint Operations Planning and Execution System (JOPES)

- DoD system used by JPEC to conduct joint planning & operations
- Contains OPLANs, OPORDs & associated Time Phased Force Deployment Data (TPFDD)
  - TPFDD contains unit movement requirements for contingency & major exercise deployments
  - For deployment execution,TPFDD requirements updated in JOPES based on UMO input of DEL into TC-ACCIS

Global Command and Control System (GCCS)

- Command & control information system

- Supports JCS & Combatant Commanders in managing military assets & deployments
- JOPES used to support deliberate & crisis deployment planning

Automated Air Load Planning System (AALPS)

- Automated means to generate a balanced ai[r] load plan for deployment of passengers and/[o] cargo

- Estimates number of aircraft required for large moves
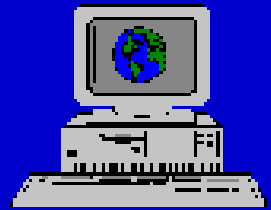
Global Transportation Network (GTN)

- USTRANSCOM system - Provides in-transit visibility (ITV) of the movement of forces and equipment
- WWW based system - integrates data from other transportation information systems
- Provides aircraft schedules & ability to track units, equipment & personnel during deployment
- For password info call DSN 779-1015 or access https://www.gtn.transcom.mil

Automatic Identification Technology (AIT)

- Suite of tools that can provide ITV of deploying forces and equipment
- Provides ITV data to automated information systems such as the Worldwide Port System (WPS) and GTN
- Consists of data storage and data capture devices
- AIT currently used to support deployments - U must be familiar with AIT devices and capabi

AIT Components

- Data storage devices:

  Bar codes, RFID tags, SMART cards

AIT Data Storage Devices

- Bar Codes
  - Contains information such as the Transportation Control Number (TCN)
  - Bar codes embedded in Military Shipping Labels (MSLs)
  - MSLS are attached to all deploying equipment

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AIT Data Storage Devices (Cont)

- Radio Frequency <u>Identification</u> (RFID) Tags

  Transportation data (item/content identificat
  TCN, etc) is written to tag using interrogato
  docking stations

  Tag is then placed on container, vehicle or p

  As vehicle/container moves past interrogato
  data is read and passed to AISs

  Tags can be queried to help locate equipmen

AIT Data Storage Devices (Cont)

- Smart Cards
  - Credit card size - can contain circuit chips, magnetic strips or bar codes for storing dat
  - Commonly used to maintain/transport soldi readiness processing data (e.g.,name, SSN limited medical data)
  - Cards are 'swiped' or read as soldiers move through deployment nodes

AIT Data Capture Devices

Handheld Bar Code Scanner and RFID Tag Interrogator

Fixed RFID Tag Interrogator

Smart Card Reader

- Data transfer to AISs (eg, GTN)

UNIT DEPLOYMENT MOVEMENT PLANS

Two Types of Unit Movement Plans

Mobilization Movement Plan

Moves RC units from HS to MS

Deployment Movement Plan

Moves AC & RC from MS or installation to POE (OPLAN, CONPLAN, exercise, TCS or PCS)

Movement Plan Development - General Guidance

- Movement plans define responsibilities & functions for each part of the unit move

  - Includes planning for all modes used during movement

    Each mode requires special documentation & planning

   Written in five paragraph OPORD format (Situation, Mission, Execution, Service Support, and Command and Signal)
   Validated annually by the UMC
   11 steps

STEP 1: Identify What Needs to be Moved

- **Personnel**
  - assigned personnel for planning
  - modify for actual deployments
    - non-deployable: medical, legal/disciplinary, pregnant, not-qualified
    - additional personnel attached to bring units up to the required readiness level
  - consider supercargoes, advance parties, rear detachments etc
- **Equipment**
  - on-hand equipment for planning
  - identify outsize, oversize, overweight or hazardous equipment
  - consider crossleveling for actual deployments

ORSCOM/ARNG Reg 55-1, p.22 and FM 4-01.011, p.2-4

STEP 1: Identify What Needs to be Moved (cont.)

- **Supplies: Basic load of supplies initially required by the unit to sustain operations upon arrival in the theater**
  - **Class 1 (Subsistence): Five DOS (not to be eaten enroute)**
  - **Class II (General Items): Organizational Clothing and Individual Equipment (OCIE) plus theater unique requirement, cleaning equipment, field sanitation equipment, stationary etc (15 DOS of expendable items)**
  - **Class III (POL): 15 DOS (consider theater variation, ie jungle/desert)**
  - **Class IV (Construction Materials): Basic load for initial defense**
  - **Class V (Ammunition): Ammunition Basic Load**

ef: FORSCOM/ARNG Reg 55-1, p.23

STEP 1: Identify What Needs to be Moved (cont.)

- **Supplies (cont.):**
  - **Class VI (Personal Demand Items): Individuals bring 30 DOS, no unit level planning**
  - **Class VII (Major End Items): Deployment filler equipment for identified critical equipment shortages**
  - **Class VIII (Medical Supplies): Unit level items only - may be authorized additional NBC material**
  - **Class IX (Repair Parts): 15 DOS with theater variations (jungle/desert)**
  - **Class X (CMO Items): Mission dependent**

ef: FORSCOM/ARNG Reg 55-1, p.23

STEP 1: Identify What Needs to be Moved (cont.)

- **Baggage**
  - **Each soldier two duffel bags: 'A' and 'B'**
    - **'A' = Personal clothing items (additional uniforms, extra boots, civilian clothing [if authorized])**
    - **'B' = CTA 50 items not otherwise carried or worn by the soldier**
    - **May transport duffel bags as palletized cargo or with troops (baggage compartment of commercial buses or aircraft) (70 pounds per duffel bag)**
  - **Each soldier also have one carry-on bag**
    - **toilet articles, MREs and other personal items which may require frequent access enroute**

ef: FORSCOM/ARNG Reg 55-1, p.23

Yellow TAT(To Accompany Troops) (Accompany Troops and be accessible enroute).
- **Traveling commercial air: baggage fit under seat**
- **Not palletized/ not reported on AUEL/DEL (TC-ACCIS) OR OEL/UDL (TC-AIMS II)**
- **Examples: Class 1 basic load items and individual carry on baggage and weapons**

Red TAT (Arrive at overseas destination before or upon arrival of the unit
- **May be sensitive cargo that requires special security or handling at the POE/POD**
- **Palletized/reported on AUEL/DEL or OEL/UDL**
- **Examples: Palletized soldiers' duffel bags**

Not To Accompany Troops (NTAT)
- **All other equipment required by the unit to perform its mission**
- **Normally shipped by surface means**
- **Palletized/reported on AUEL/DEL or UDL**

STEP 3: Identify Air Movement Requirements

- **Advance Parties**

- **Main Body Personnel**

- **Baggage (TAT)**

- **Some equipment**

- **Balance moves by sea**

- **Deployments supporting OPLANs and OPORDs, the TPFDD stipulates the movement mode**

FORSCOM/ARNG Reg 55-1, p.24 and FM 4-01.011, p.2-5
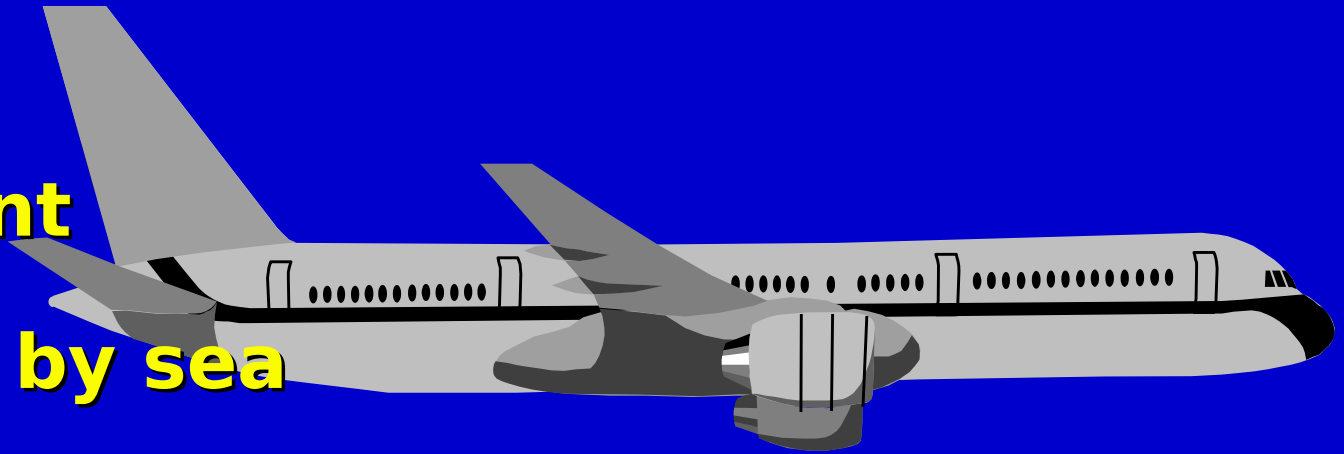
STEP 4: Identify Hazardous/Sensitive/Classified Cargo

- **Needs appropriate packaging, labeling, segregating and placarding for movement/also consider security/documentation**
- **Ammunition**
- **Vehicles (3/4 tank full sea/air)**
- **Individual Weapons (remain with the soldier, bolt may be removed eg: M16)**
- **Crew served weapons (mortars, machine guns etc, palletized or carried in the baggage compartment)**
- **Read the references (see page 26 of FORSCOM/ARNG 55-1) and Appendix D of FM 4-01.011**

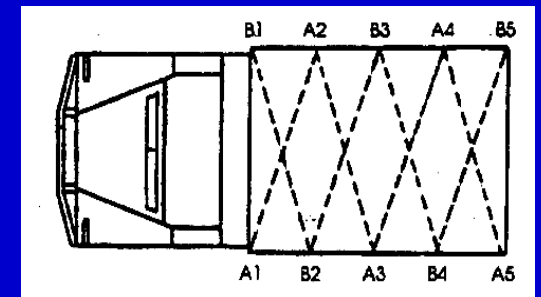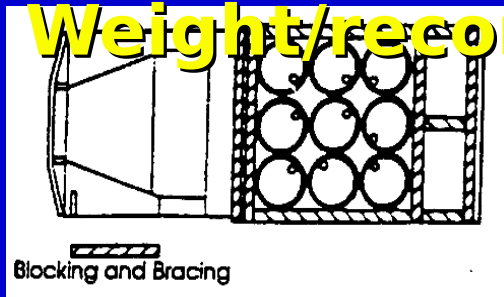**FORSCOM/ARNG Reg 55-1, pp.24-26 and FM 4-01.011, p.2-5**

STEP 5: Identify Bulk Cargo that needs to be Moved and Develop Packing Lists

- **All consolidated cargo (boxed, crated) loaded in vehicles, containers, and on 463L pallets must display a separate packing list that shows its complete contents**

- **Packing lists not required for non-concealed items, such as empty vehicles or bundled shovels (must be listed on load diagram if loaded into a truck or container)**

- **Packing list (inventory) x 6**

- **Sensitive Items not listed on the packing list displayed on the outside of a container**

STEP 6: Develop Vehicle Load Plans for Unit Equipment

- **Don't exceed payload capacity**
- **Document planned loads for organic vehicles and trailers carrying secondary loads (FORSCOM 285-R or DA 5748-R)**
- **Vehicles may have to be reduced according to the mode of transportation and the type of move**
- **Consider vehicle modifications (approved by SDDC TEA) and reflected in AUEL/DEL or OEL/UDL**
- **Test planned loads (every year for AC, every two years for RC)**
- **Weight/record planned loads**

Blocking and Bracing

FORSCOM/ARNG Reg 55-1, pp.26-28 and FM 4-01.011, p.2-5/6

Aim is to identify transportation requirements exceeding the unit's organic lift capability

- **Equipment that cannot be loaded on organic vehicles moved by other means**

  - **container,**

  - **commercial rail or truck**

  - **other military assets**

ORSCOM/ARNG Reg 55-1, p.28 and FM 4-01.011, p.2-5

STEP 7: Identify Blocking, Bracing, Packing, Crating, Tie-down (BBPCT) Requirements

- **All crates, containers, boxes, barrels and loose equipment on a vehicle must be blocked, braced and tied-down to prevent shifting during transit**

- **See Chapter 6 of FORSCOM/ARNG Reg 55-1 and Appendix E of FM 4-01.011**

- **SDDC TEA Pams (eg. 55-19) and FM 38-701**

- **Personnel and equipment data are translated into meaningful transportation terms as unit movement data (UMD) and recorded on the AUEL/OEL**

- **AUEL/OEL reflects current on-hand equipment, personnel and supplies in a unit**

- **During pre-deployment preparation, units will create the DEL/UDL by updating the AUEL/OEL to show the actual equipment, personnel and supplies that will actually deploy**

- **Summary and Detail AUEL/OEL + load cards and packing lists filed in the unit movement plan**

FORSCOM/ARNG Reg 55-1, pp.28-29 and FM 4-01.011, p.2-6

STEP 9: Determine How the Personnel and Equipment will Move to the POEs

- **In CONUS, roadable vehicles within 1 day's road march (400 miles) to the POE will convoy**

- **Tracked vehicles - military heavy equipment transporters or commercial rail, truck or inland waterway**

- **Unit personnel - organic vehicles or military/commercial buses**

- **Rotary wing aircraft self-deplo[y] disassembled for shipment**

FORSCOM/ARNG Reg 55-1, p.29 and FM 4-01.011, p.2-6

STEP 10: Prepare the Unit Movement Plan

- **See Appendix H of FORSCOM/ARNG Reg 55-1 and Appendix L of FM 4-01.011**

- **Determine administrative, logistical and coordinating requirements for the plan (POL, return of drivers from SPOE to unit, enroute medical/messing/maintenance for movement to POE etc)**

- **Consider annexes - eg Annex O details complete movement requirements**

- **AC send movement plan to UMC for validation and approval (annually)**

FORSCOM/ARNG Reg 55-1, p.29 and FM 4-01.011, p.2-6

STEP 11: Maintain the Movement Plan

- **Keep the AUEL/OEL current with changes in unit equipment, personnel and supplies**
- **Update the DEL/UDL as changes occur in OPLAN, CONPLAN, and commander's intent**
- **AUEL/OEL updated to produce the DEL/UDL, which in turn is the data used to produce unit's equipment, supplies and personnel manifests and Military Shipment Labels (MSLs) and radio frequency-automatic identification technology (RF-AIT) tags - incorrect data results in frustrated cargo at the POE**

FORSCOM/ARNG Reg 55-1, p.29 and and FM 4-01.011, p.2-6.